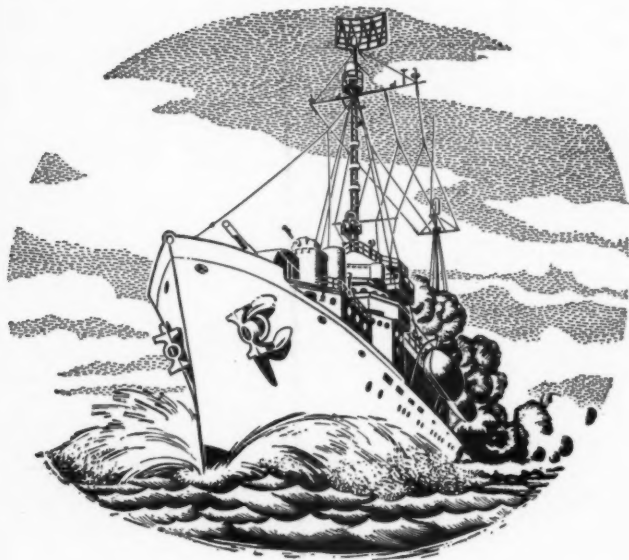


# U.S. COAST GUARD



# BULLETIN



SEPTEMBER 1950

VOLUME 6

CG 134

NUMBER 3

**The Printing of This Publication Has Been  
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of the Budget, 23 September 1949**



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# U.S. COAST GUARD BULLETIN...



Washington, D. C.—September 1950

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## New Academy Radio Series Starts Sept. 2 Over Full NBC Network

Announcement was made in August that a series of network radio programs devoted to personnel procurement, chiefly applicants for cadetships to the Coast Guard Academy, would be inaugurated 2 September.

Each production will run 30 minutes and continue on consecutive Saturdays for a period of 20 weeks. The full National Broadcasting Company network of approximately 190 stations will carry the show on a "live" basis. Initially the series will be heard at 1:30 p. m., New York time, but some adjustment in the hour is anticipated in the fall to accommodate football broadcasts. Interested listeners are advised to check newspaper radio columns for broadcast time in their own area.

Each show, as in the past, will be built around the Coast Guard Academy Band, supported by interviews, discussions and other means to portray Academy life and the advantages of a Coast Guard career.

## Record "Swab" Class Leans to Younger Men

The current starting class at the Coast Guard Academy, which broke all enrollment records by putting no less than 216 men on the long road to a degree and ensign's commission, numbers approximately one-third of its members in the 17-year-old category. More than two-thirds are 18 or less. Only 5 percent have reached 21.

According to the Alumni Association

Bulletin, recent classes have been noticeably younger than the prewar and wartime classes, and this one is no exception.

Only 20 percent of the new class reported receiving any degree of college instruction. Nine members boast previous Coast Guard experience.

Geographically, the class of 1954 began its labors with representatives from 30 states and the Canal Zone. The northeastern section of the country contributed the most candidates, New York being far out in front with 45. Connecticut, Massachusetts, Pennsylvania, and New Jersey furnished a total of 70. California enrolled 14 to tie with Pennsylvania for fourth place.

## CG Pilot Spots Flares, Sends 'Copter to Rescue

A 170-pound, 14-year-old Boy Scout who fell off a 20-foot bank in rugged country near San Diego and was immobilized for 50 hours is a strong Coast Guard supporter today.

An 18-year-old scoutmaster stayed with the youth 2 nights while three other Scouts started toward "civilization" to seek help. The trio finally lighted fires in a steep canyon to show distress, the signal being seen and understood by the pilot of a Coast Guard PBY.

A Coast Guard helicopter responded, and rescuers walked approximately 3 miles with a stretcher to effect the rescue.

Approximately 70 retirements are scheduled to become effective 1 November under the 20-year enlisted retirement law. Selection will be made from requests on file.



**FIRST SPAR, WORLD WAR I VETERAN, STILL BOOSTS SERVICE**

Mrs. Harry Gambrill of Baltimore, Md., who by mere chance was enlisted in the Coast Guard during World War I to serve 22 months—thus becoming the first SPAR—took advantage of the Service's one hundred and sixtieth anniversary to praise the Coast Guard and advocate a strong Women's Reserve. Her son is a Navy veteran.

**Original SPAR Declares  
Women Have Important  
Place in a War Effort**

The Coast Guard's first enlisted woman, a veteran of 22 months' military service in World War I, observed the Service's one hundred and sixtieth anniversary in August by advocating a strong women's reserve in the face of the explosive international situation.

Mrs. Harry W. (Myrtle) Gambrill, of

Baltimore, Md., praised the Coast Guard efforts to reenlist SPARS in its new Organized Reserve. "I like to think I helped prove that women can contribute more to national defense than just waiting for the war to end," she said. "Those who do not have pressing home responsibilities should accept the obligation to do something that is vital and constructive."

"World War II showed how important women can be in a war effort," she continued. "Many jobs, both in industry and

the military, were filled more than adequately by women. The Coast Guard, I understand, employed more military women in ratio to its strength than any other service, and I daresay few regretted this profitable experiment. I would like to see a strong SPAR organization composed of veterans and other young women who put patriotism first and who want to feel they are doing their full share. If war should come again on a large scale, they'll be needed as they never were before."

Mrs. Gambrill added, "Of course, I'm thinking more about the young women and those who have relatively little responsibility in keeping a home together. The home front is essential, too."

How Mrs. Gambrill became a strong Coast Guard booster was partly owing to chance as well as a determination to make good.

A thin wisp of a girl, tipping the scales at slightly over a hundred pounds and still fighting the ravages of dreaded 'polio after an attack in childhood, Mrs. Gambrill in 1917, determined to qualify herself for some specialized kind of war work. A sheer power of will that had caused her eventually to throw away her braces and walk again was reflected in her decision—and that was to become a radio operator.

Leaving her young son with her mother in Baltimore, Md., Mrs. Gambrill joined a YMCA radio class for night classes, where in 3 months she learned radio technique and the Morse code. Then she struck out for Washington to answer an advertisement.

Confused by a heavy snowstorm and the strange city, the girl walked into Coast Guard Headquarters instead and announced she was ready to go to work. The late Adm. (then Lt.) Russell Waesche, later to become Commandant of the Coast Guard, was the officer on duty and he listened attentively to what apparently was a story of mistaken identity.

His reaction was unexpected. A few hurried conferences with other officers followed. Coast Guard had a vacancy in

the communications room. Would the young lady like to enlist?

Mrs. Gambrill thought it over a moment or two. A job's a job. The snow's deep. Enlistment or enrollment \* \* \* what's the difference? Anyway this is what I went to school to learn. Her answer, of course, was "Yes."

In a few hours she had braved chuckles and sly remarks all along the recruitment line. But the precedent-shattering enlistment was carried through without a hitch; even the doctors became a little nearsighted as far as her physical condition was concerned, and passed her through with a pat on the back.

By midnight, after a hurried trip back to Baltimore to spread the news and having braved parental tears, Mrs. Gambrill was on duty. She was still in civilian clothing, a decision later being made that she should wear a "middy" and an appropriate skirt. And she was initiated into the rigors of war by running head-on into an extremely active mouse, fear of which kept her perched on a high stool and performing her work in the upper altitudes until she was relieved in more ways than at 8 a. m.

Her uniform was ready in 2 weeks. Ten weeks later she officially was an electrician's mate, third class. In the next 19 months she began and continued to demand sea duty, but her services were confined to Headquarters and paid off in promotion until she was in the "first class" category. Finally she was demobilized with honor and due appreciation.

Her experiences in service are too many and varied to recount in less than a book. But she did confess it took a long time to convince male operators elsewhere that she was not a male. Strictly unofficial salty comments and stories she could not escape made the coding and recoding of messages somewhat of a chore until an "outside" operator on a trip to Headquarters was confronted with evidence. "The situation," Mrs. Gambrill remembers, "settled down after that, I never have received such treatment; they were wonderful fellows."

(Concluded on page 28)

Mrs. Gambrell's son, Jack Hazard, grew up to be a veteran, too, and was a lieutenant in the Navy's submarine service in World War II. What's more, she has a 7-year-old granddaughter. She and Mr. Gambrell continue to reside in Baltimore.

## Automatic Call Signal Selectors for Tenders

A program to equip certain classes of, and miscellaneous, tenders with automatic call signal selectors has been initiated. About 2 dozen vessels are being so equipped initially.

When properly operated and adjusted, a selector is expected to be of considerable value to vessels with a limited radioman complement. CW signals transmitted in the form of the vessel's radio call sign will actuate an alarm under favorable conditions, thus alerting the radioman to man the watch. Its effectiveness depends upon proper adjustment, transmission by the calling unit of clear, distinct and definite characters, and reasonably strong signals.

Because the equipment is affected by interference in generally the same manner as other radio apparatus, own unit transmissions, noise and static may cause nonresponse or spurious response. Owing to these limitations the equipment cannot be depended upon for interception of distress messages. Operational data and comment on the device have been requested after reasonable use.

## Service Given Quota of Two at Navy Air Center

The Coast Guard has obtained a quota of two aviation officers, in the grade of lieutenant or below, for attendance at a 30 weeks' airborne electronics course offered by the Navy. Training is held at the Naval Air Technical Training Center, Memphis, Tenn.

The initial pair was assigned for the class which began 3 July, and additional pilots who request this type of training will attend another class convening in October.

## Nylon vs. Manila Tests Give Latter Advantage

After 2 years of testing and comparing, the Coast Guard has reached a conclusion that manila is preferable to nylon for boat falls, chiefly because nylon "fails to give sufficient advantages to warrant the large increase in cost." This result is considered "indicative of trends" rather than as "absolute fact" inasmuch as the number of samples used was too small to cover dispersion of physical tests.

On an equal strength basis, and not considering the initial cost of changing blocks, cleats and other gear to accommodate the smaller-size nylon, the present cost of nylon is more than twice that of manila. On an equal size basis, the cost jumps to nearly 7 times as much.

Tests indicated that nylon and manila lose strength at the same rate while weathering, but nylon is more difficult to splice. Nylon's greater elongation is an advantage when hoisting, but becomes a disadvantage when swinging boats out where use of the davit head is used to lift boats over deck obstructions.

Nylon's best talking point apparently is the fact that it shows less loss of strength in storage over a 2-year period, and would be preferable when rapid deterioration of manila cannot be avoided. Manila can be treated to resist rot, however, at an additional cost of only 5 to 10 percent, whereas nylon's cost would be two to three times as much.

The tests do not indicate nylon is unsuitable for all marine use. There are cases in which its smaller size for equal strength, flexibility and softness may warrant increased cost.

When Mariner Sea Scouts (the sea-going branch of the Girl Scouts) in Houston, Tex., asked the Coast Guard for "something nautical," they received a bell from *LCI 469* which "bonged" its way through the invasions of Guam and Iwo Jima. Another gift was \$25 raised by local Coast Guardsmen for the girls' treasury.



## Cowart Appointed New Engineer in Chief; Raney Assigned to Cleveland

Advancement in both rank and assignment was marked 3 August for Capt. Kenneth K. Cowart when he was sworn in by Vice Adm. Merlin O'Neill as a rear admiral and appointed engineer-in-chief for a 4-year term.

Admiral Cowart, assistant chief of the office of engineering since 1946, succeeds Rear Adm. Ellis Reed-Hill, now on special assignment to the office of the commandant.

Native of Summit, Ga., Admiral Cowart was commissioned at the Coast Guard Academy in 1926. He completed a post-graduate course in engineering at the Naval Post Graduate School and later received a master of science degree from the University of California. During World War II he was chief of the merchant marine personnel division and a member of the Joint Coast Guard War Shipping Committee. Among many assignments was duty aboard the *Campbell* when she was engaged in vigorous anti-submarine work in the Atlantic, and he later became her commanding officer. In 1946 he was engineering officer for the twelfth district.

Rear Adm. Roy L. Raney, former assistant chief in the office of merchant marine safety, reported 1 September to Cleveland as commander of the ninth district. He succeeded Capt. James A. Hirshfield, transferred to MMS as assistant chief.

Two important transfers were announced affecting the office of personnel.

Capt. W. C. Capron, chief of the enlisted personnel division, becomes commanding officer of the *Spencer*. Capt. Fred P. Vetterick, chief of the officer personnel division, becomes chief of staff in the seventeenth district.

Capt. Donald E. McKay, former chief of communications, has been assigned to the twelfth district for duty in the district operations division with additional duty as director of the reserve. Capt. R. H. French, chief of Headquarters administration division, is being transferred to the eighth district as chief of operations division. Capt. Richard L. Burke, chief of aviation division, reports to the commander, eastern area, for staff duty upon relief by Capt. Carl B. Olson, commandant of cadets at the Academy.

## Former Chief of SPARS To Head Girl Scouts

Announcement has been made that Miss Dorothy C. Stratton, commander of the SPARS in World War II and the first woman officer accepted for service in the Coast Guard, on 1 January 1951 will become national executive director of the Girl Scouts with headquarters in New York City.

Miss Stratton, who enjoyed the unique distinction of serving both the Army and Navy before being appointed Director of the SPARS in 1942, previously was dean of women and an associate professor of psychology at Purdue University in Indiana. She coined the nautical title of SPAR from the first letters of the Service motto, "Semper Paratus," and its translation, "Always Ready."

## Now Hear This—

Effective with this issue, each district is receiving direct from the Government Printing Office sufficient copies of the BULLETIN for distribution to each Reserve officer. The BULLETIN will be mailed with other information regularly sent to Reserve officers.

Attention of Service readers is invited to the fact that the BULLETIN presents only unclassified or declassified information.

## Maybe It's the Heat, But Summer "Maydays" Often on Lighter Side

There's nothing particularly humorous about a distress call, and Coast Guardsmen especially are not guilty of unbecoming levity in answering them, but the good, old summertime appears to provide more than its share of assistance stories on the lighter side.

In the Lake Erie area, for example, three fishermen were marooned on an island when their motorboat ran out of gasoline. The Coast Guard put out two planes and four boats on a successful rescue effort that lasted 15 hours.

Later the full story came out. The motor boat was supposed to use only 9 gallons of fuel for the round trip, but a storm cost the complete supply of 17 gallons and the trio had to paddle with gusto to reach the small island. Coast Guard craft passed them several times during the night, but the fishermen were too busy fighting mosquitoes with a piece of canvas over their collective heads to notice. The next morning they saw Coast Guard planes overhead, but weeds were so high their frantic signaling went unseen. A passing outboard enthusiast finally made the rescue contact.

In California a speedboat operator identified as a middle-aged "millionaire" played an aquatic form of "ring-around-the-rosy" with a Service craft. This display of boating skill cost him \$250 in a court fine.

At Cleveland, the Coast Guard credited a rowboat operator with saving five persons from a burning cruiser. The only trouble was that the operator had a pet monkey aboard. The congestion in the boat was such that the monkey attacked the passengers, sending one to the hospital with arm lacerations.

In Florida, a quartet was isolated when their "swamp buggy" was disabled 15 miles from civilization. A Coast Guard search plane made contact and later returned to drop water, emergency rations and a survival kit. Five Jeeps started the ground contact, but only one got

through to the foursome. The rescues explained they were looking for a rare moth used in orchid cultivation.

In Santa Cataline channel, a 62-year-old attorney ignored Coast Guard warnings and started paddling a canoe to Avalon, 25 miles out. He was missing 11 hours before worried Coast Guardsmen spotted him in his 26-year-old canoe just 3 miles out of Avalon Harbor and escorted him to safety before some 2,000 spectators lining the shore.

On Cape Cod a newspaper delivered an editorial blast at owners of pleasure craft for allowing themselves to be reported missing, saying it was an "old story" of safe anchorage while the undermanned Coast Guard scoured the area. The Service, it said, was overworked and in need of a "little cooperation."

A brush fire on a small island off the Maine coast spread to three other nearby islands before the Coast Guard came to the rescue. Forestry officials had labeled fire hazards on that day as class 4—dangerous.

Another fire near Leamington, Ontario, destroyed a Lake Erie Canadian light-house being refueled by a buoy tender. The blaze brought Coast Guard picket boats from Sandusky and Marblehead, Ohio, and a cutter from Cleveland.

At Monroe, Mich., a well-planned regatta literally went with the wind, sending the Coast Guard Auxiliary into action. A sharp squall struck 20 sailboats with 50 persons aboard, and all boats capsized. Everybody survived.

The *Mackinaw*, en route from Mackinac Island to Cheboygan, won a race with a bus. Auxiliarists aboard, returning from a training cruise, faced a 24-hour layover at Cheboygan if they missed this transportation. The *Mackinaw* crew, engaged in the time-consuming work of checking compasses, dropped these duties to speed the last leg of the trip. Small boats carried the Auxiliarists to shore and a waiting station wagon for a fast trip practically across country. The bus, of course, was late.

In Ohio, a small Coast Guard boat responded to spotlight signaling and found a beached cabin cruiser with six aboard.



#### MEDALS OF FAMOUS LIFESAVER GO TO COAST GUARD EXHIBIT

The Misses Genevieve, Rozelle and Bertha James, of Hull, Mass., turn over lifesaving medals awarded their famous father, "Capt." Joshua James, and brother Osceola, by Congress and the Massachusetts Humane Society to Capt. Paul B. Cronk for display in the Coast Guard Historical Exhibit, Navy Museum, Washington. Captain James (photo on mantel), who died in 1902 at 76, is credited with saving more lives at sea than any other man. He was stationed at Point Allerton in Hull from 1889 until death.

A Coast Guardsman reportedly walked through water to the cruiser with a towline, whereupon a cruiser passenger believed his rescuer was drowning and promptly dived overboard into the shallow water. The passenger had to be rescued. In the meantime, the Coast Guard boat was beached, the sextet wouldn't believe they were safe enough to leave the cruiser and the Coast Guardsmen went home in what was described as an angry mood. The cruiser passengers walked ashore the next morning. Both craft later were removed.

Two Coast Guard crash boats had a busy time at Cleveland when a freighter

being towed by a tug had experienced fouled lines. The tug was overrun and sent to the bottom. Its four-man crew was rescued, two going to the hospital.

A lack of transportation space resulted in the cancellation of interservice tennis and golf championships slated during July and August. All Navy finals in these sports likewise were called off.

The transportation of dependents and household goods to Pacific destinations was halted 15 July for an indefinite period.

## Secretary Snyder and Under Secretary Foley Compliment Service

Among many congratulatory messages received by the Coast Guard upon the occasion of its one hundred and sixtieth anniversary were best wishes from Secretary of the Treasury John W. Snyder and Under Secretary of the Treasury Edward H. Foley, Jr.

"I desire to extend to all personnel my warm personal congratulations," wrote Secretary Snyder. "In its primary peacetime mission of protecting life and property at sea, and its many additional responsibilities, including preparedness for military duty, the Coast Guard has completed another year of highly efficient service. I am sure that the Nation, in observing Coast Guard Day, will share my appreciation of the fine spirit and fine quality of the Coast Guard's work."

The Under Secretary stated, "As it begins its 161st year of duty, I know that the Coast Guard ranks high in the public esteem for its record of distinguished service in peace and in war."

## Lyle Gun Started 75 Years Ago, Still Good

Seventy-five years ago, in April, the project was started which led to the development of the Lyle Gun, a line-throwing device which has been standard equipment at Coast Guard lifeboat stations for more than 7 decades.

Although the device is synonymous with breeches-buoy rescue operations of the Coast Guard, it was developed by Lt. David A. Lyle, an Army officer then assigned to the Springfield, Mass., Arsenal.

Of his experiments with this form of life saving apparatus, Lyle wrote that he entertained "the hope that his humble efforts may serve as a basis upon which to found future experiments."

Apparently this Army officer had the answer the first time, because with the exception of modifications in the firing pin and carriage, the Lyle Gun is the

same today as when he sent his progress report to the Chief of Army Ordnance in August 1878. His device is considered ideal for the purpose of throwing a line from shore to a vessel stranded at distances up to 700 yards out. Although it could be replaced by rockets, their cost would be much greater and they would do the job no better.

The British Coast Guard recently reported a rocket-type line-thrower implaced on a beach during a practice drill performed an unexpected maneuver. Instead of heading for open water, the projectile was deflected by a rock and came back directly at the gun crew. It passed over their flattened bodies, zoomed past the heads of passengers on the top of a passing bus, went between a row of houses and finally made landfall in a garden.

## Headquarters Requests Reservist "Ready List"

All Reservists on inactive duty, both men and women, enlisted or commissioned through the rank of lieutenant, were being requested by Headquarters in August to signify through channels their intentions in the event of voluntary recalls to active duty.

At the same time, the Coast Guard was in a Service-wide campaign to recommission and reenlist as many Coast Guard veterans as possible in its new Organized Reserve.

It is from this Reserve that persons possessing needed skills and experience will be drawn, initially at least in limited quantity, for tours of active duty. Experience in port security and sea duty were the first requisites.

Headquarters said the Reserve "ready list" was requested merely to show the manpower that could be raised on a voluntary basis. The reservist who replies that he is, or soon will be, available for voluntary recall is warned that such recall is not necessarily imminent. Vacancies, funds and qualifications of individuals would be factors in any such recall.



#### FUTURE OFFICERS "GET THE WORKS" ON EUROPEAN CRUISE

These Coast Guard Academy cadets, who recently completed a 9,000-mile training cruise to Europe and Africa aboard the *Eagle* and *Campbell*, spent nearly 50 days on salt water learning the "hows" and "whatfors" of going to sea. Here some cadet navigators "shoot the sun" to determine a line of position, while others record time of sight.

#### Undocumented Vessels Total 448,517 in April

The total of undocumented vessels for the quarter ending 31 March in all Coast Guard districts was reported as 448,517.

Generally speaking, undocumented vessels are those machinery-propelled craft of less than 5 net tons engaged in trade which by reason of tonnage are exempt from documentation. There are also those motorboats and motor vessels of 5 net tons and over used exclusively for pleasure purposes which are not documented as yachts, or those of less than 5 tons.

Heaviest concentration of this type of vessel was noted in the ninth district,

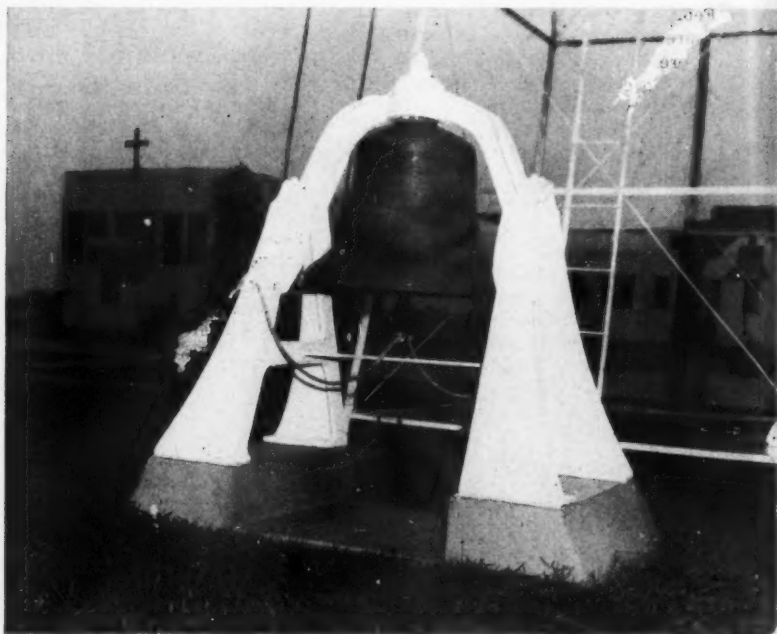
which had 90,976 in eight customs ports. Detroit had the most, 28,689, in this area.

New York led the country with 47,754, Seattle taking second place with 32,443.

#### Warrant Eligibility List Now Being Established

The establishment of eligibility lists for appointment of enlisted personnel to all warrant grades for temporary service, primarily for use in emergency, is now underway. Recommendations from commanding officers have been requested on qualified personnel in chief petty officer and petty officer, first class, ratings for such appointments.

Recommendations will be accepted until 31 October.



#### BELL WHICH GUIDED SHIPS TO SAFETY NOW GUIDES MEN

At the Coast Guard Receiving Center, Cape May, N. J., where "boots" undergo basic training, the ringing of this old bell is the call to church for all personnel, following the hoisting of the Church Pennant and sounding of the bugle. Weighing a half-ton and cast in 1892 for the former Lighthouse Service, it is symbolic of man's struggle to evade rocks and shoals and seek the safety of harbor.

### Officers Will Complete New Assignment Card

The roster of officers form (CG-2881) will be superseded 30 September by the officer assignment card (CG-3121) "to provide a more readily informative medium at headquarters to assist in the assignment of officers and to eliminate correspondence on that subject."

All commissioned and warrant officers, except flag officers, will be required to complete the new form and submit it directly to the commandant (PO). When pertinent changes occur in the individual officer's status, revised information will be supplied likewise.

### Qualified Enlisted Men Sought for Academy

There is an excellent chance that the applicants' list in 1951 for appointment to the Coast Guard Academy will be liberally sprinkled with enlisted men.

Disappointed by the fact that only 42 enlisted men applied for the 1950 examination, Headquarters has declared its belief in a "large potential of cadet material among younger enlisted personnel" and is urging commanding officers to keep their men informed of the opportunity. Other officers are asked to encourage qualified men to make application.

The next examination will be held



19-20 February 1951. Principal qualifications . . . that the enlisted candidate be not more than 22 on 1 July 1951, possess certain credits as a high school graduate, be between 66 and 76 inches in height as well as in excellent physical condition, and be unmarried. Experience has indicated that any man who has taken the Navy battery of tests and scored at least 67 in general classification, 60 in arithmetical reasoning, and 61 in reading has the latent ability to pass the examination and complete the 4-year Academy course.

Enlisted men's applications should be submitted through channels not later than 15 December 1950, although the announced deadline is a month later. Taking into account that the enlisted man may find it difficult to obtain necessary supporting papers, Headquarters plans to use this interim to obtain these papers and process the nomination.

## Screening of Merchant Seamen Is Inaugurated

Following a conference in late July of representatives of government, labor and management, the Coast Guard in August began to screen merchant seamen signing on American vessels headed for foreign ports.

The screening procedure was started initially on the West Coast, but later was extended to include Gulf and east coast ports.

The July conference was called by the Secretaries of Labor and Commerce to resolve a procedure whereby subversives would be kept off American ships. Management agreed not to hire men designated as security risks, and the maritime unions agreed to furnish replacements for such men immediately and without question.

On 30 June the Coast Guard had a grand total of 37,703 aids to navigation in operation, an increase of 347 over the preceding fiscal year. Biggest increase was in unlighted metal buoys, which jumped 695.

## Designer of Lifeboat Receives Gallatin Award

Alfred Hansen, principal naval architect and credited with designing the present-day Coast Guard lifeboat, received the Albert Gallatin award 31 July in a retirement ceremony in the Office of the Commandant.

A native of Long Island City, N. Y., Hansen served in the Army and Coast Guard during World War I, and in 1919 joined the Coast Guard's civilian staff as a ship draftsman. He was employed by the Treasury Department for 31 years. He attended several international meetings on lifesaving. He saw more than 3 years' service as a temporary member of the Reserve in World War II.

In the same ceremony, a letter of appreciation went to Charles J. Ludwig, Jr., executive assistant to the Chief, Office of Operations, who entered the old Bureau of Lighthouses service in 1912 and was chief clerk of the Bureau when it was consolidated with the Coast Guard. He was born in Minersville, Pa.

## Comdr. MacDiarmid Voted Octave Chanute Award

Comdr. Donald B. MacDiarmid is receiving congratulations upon being voted the winner of the 1950 Octave Chanute Award given by the Institute of the Aeronautical Sciences for notable contribution to aeronautical sciences by a pilot.

Commander MacDiarmid's study pertained to air-sea rescue techniques by analysis and correlation of the effect of wind and wave on seaplane landings, maneuvered and take-off.

## Chapel Groundbreaking

Groundbreaking for the new \$450,000 Coast Guard Memorial Chapel, to be built at the Coast Guard Academy, New London, Conn., is scheduled to be marked by appropriate ceremony on 14 October. This date also has been selected tentatively as "Secretary's Day."



#### THIS BUSINESS OF SUPPLY CAN TURN OUT TO BE LABOR

The crew of the *Kukui*, on her annual supply voyage to Loran stations scattered through the Pacific, gets an assist from native school boys on Majuro Atoll, Marshall Islands, when LCM's can't reach shore with a cargo of 200 oil drums. Their pay, greatly appreciated, is a bowl of beef stew and steamed rice—a rare treat after the usual fruit and herb diet.

### VA to Treat Retired

Coast Guardsmen retired permanently for physical disability who need hospitalization for chronic diseases will now be treated in veterans' hospitals instead of United States Marine hospitals, an executive order directs.

Headquarters pointed out that the order does not apply to those retired for service or age. Retired men who were receiving treatment at Marine hospitals before 1 May, may remain until 1 October, but must be transferred to Veterans' Administration facilities. Exceptions may be made at the Veterans' Administration's discretion.

### New Driver's Manual

A new manual for the guidance of operators of Coast Guard vehicles is being distributed to all units having vehicles assigned.

The convenient handbook devotes 33 pages to text and numerous illustrations on subjects such as speed, right-of-way, the effect of weather on roads and vehicle maintenance. It is for official use only. Additional copies for public distribution are not available from headquarters, but may be obtained from the Superintendent of Documents, Government Printing Office, at 20 cents per copy.



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